

## Section 08 ELECTRICAL SYSTEM

### Sub-Section 05 (INSTRUMENTS AND ACCESSORIES)

- Adjust potentiometer to the resistance values as per following chart to test accuracy of gauge.

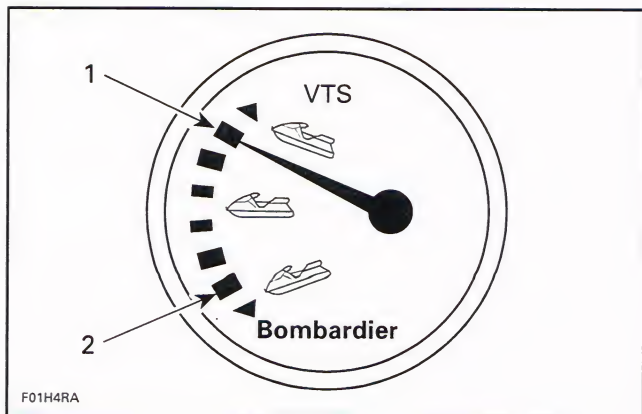
○ NOTE : Gauge must be activated to obtain a reading.

RESISTANCE (Ω)	FUEL LEVEL LCD GRAPHIC	LOW FUEL LEVEL RED LIGHT
$0 \pm 2.2$ 0	FULL	OFF
$17.8 \pm 2.2$	7/8	OFF
$27.8 \pm 2.2$	3/4	OFF
$37.8 \pm 2.2$	5/8	OFF
$47.8 \pm 2.2$	1/2	OFF
$57.8 \pm 2.2$	3/8	OFF
$67.8 \pm 2.2$	1/4	OFF
$77.8 \pm 2.2$	1/8	ON
$89.0 \pm 2.2$	EMPTY	ON

If gauge is not within the specifications, replace it.

#### Variable Trim Gauge

The trim gauge shows the riding angle of the watercraft.



- Bow up
- Bow down

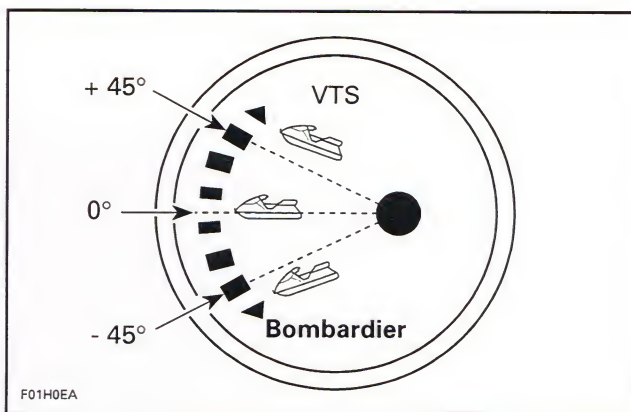
Accuracy of gauge can be checked with a potentiometer.

- Disconnect 2-circuit connector housing of ROWN / BLACK and BROWN / WHITE wires of gauge.
- Connect potentiometer test probes to BROWN / BLACK and BROWN / WHITE wires of gauge.

- Adjust potentiometer to the resistance values as per following chart to test accuracy of gauge.

○ NOTE : Gauge must be activated to obtain a reading.

RESISTANCE (Ω)	GAUGE NEEDLE POSITION
10	-45°
95	0°
180	+ 45°

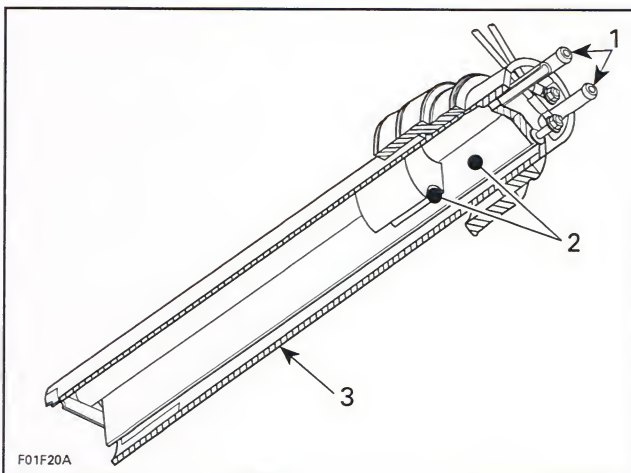


If gauge is not within the specifications, replace it.

#### Fuel Baffle Pick-Up Sensor

The baffle pick-up has an integrated fuel sensor (except SP and HX models).

To verify fuel sensor, a resistance test should be performed with an ohmmeter allowing the float to move up through a sequence.



- Pick-up tube
- Fuel sensor
- Baffle pick-up

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The resistance measured between PINK / BLACK and PINK wires must be in accordance with fuel level (measured from under the flange) as specified in the following charts.

FUEL LEVEL AND RESISTANCE (SPI, SPX, XP)	
FUEL LEVEL (mm)	RESISTANCE ( $\Omega$ )
From 206.1 $\pm$ 5 and more	0 $\pm$ 2.2 0
From 189.1 @ 206 $\pm$ 5	17.8 $\pm$ 2.2
From 162.1 @ 189 $\pm$ 5	27.8 $\pm$ 2.2
From 135.1 @ 162 $\pm$ 5	37.8 $\pm$ 2.2
From 108.1 @ 135 $\pm$ 5	47.8 $\pm$ 2.2
From 81.1 @ 108 $\pm$ 5	57.8 $\pm$ 2.2
From 54.1 @ 81 $\pm$ 5	67.8 $\pm$ 2.2
From 40.1 @ 54 $\pm$ 5	77.8 $\pm$ 2.2
From 0 @ 40 $\pm$ 5	89.8 $\pm$ 2.2

FUEL LEVEL AND RESISTANCE (GTS, GTI)	
FUEL LEVEL (mm)	RESISTANCE ( $\Omega$ )
From 257.9 $\pm$ 5 and more	0 $\pm$ 2.2 0
From 234.4 @ 257.8 $\pm$ 5	17.8 $\pm$ 2.2
From 200.9 @ 234.3 $\pm$ 5	27.8 $\pm$ 2.2
From 167.4 @ 200.8 $\pm$ 5	37.8 $\pm$ 2.2
From 134 @ 167.3 $\pm$ 5	47.8 $\pm$ 2.2
From 100.5 @ 133.9 $\pm$ 5	57.8 $\pm$ 2.2
From 67 @ 100.4 $\pm$ 5	67.8 $\pm$ 2.2
From 40.1 @ 66.9 $\pm$ 5	77.8 $\pm$ 2.2
From 0 @ 40 $\pm$ 5	89.8 $\pm$ 2.2

### Oil Sensor

The sensor sends the signal to the low-oil level light in the fuel gauge.

The bottom of the sensor has a small reservoir with two small holes underneath to let the oil enter inside and one at the top to let the air enter allowing the oil to flow out.

When there is enough oil inside the oil tank (and therefore in the sensor reservoir), the sensor detects the liquid and the light DOES NOT turn on.

When the oil level goes at critical LOW level inside the oil tank (and therefore in sensor reservoir), the sensor detects the absence of liquid and the light TURNS ON.

To check the oil sensor, unplug its connector and pull sensor out of oil tank.

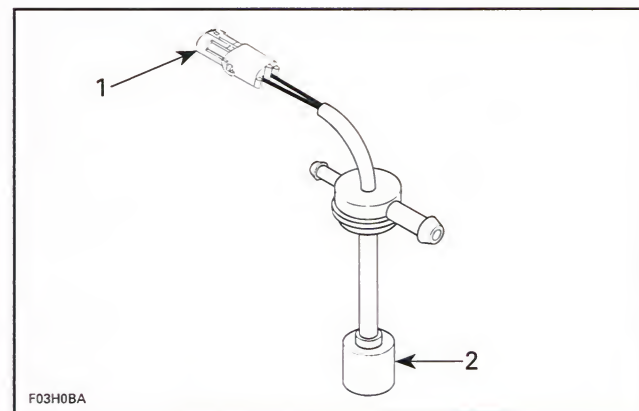
Using an ohmmeter, check the continuity between the BLUE and BLUE / BLACK terminals.

When sensor is out of oil tank and its reservoir is empty, resistance must be infinite (open circuit).

**NOTE :** Wait about 15-20 seconds before taking any reading to give the oil enough time to flow out or inside sensor reservoir.

Soak sensor in oil so that its reservoir fills up. Maximum resistance should be approximately 2  $\Omega$  (closed circuit).

TEST CONDITION	READING ( $\Omega$ )
Sensor OUT of oil.	$\infty$ (open circuit)
Sensor soaked IN oil.	2 $\Omega$ max. (closed circuit)



1. Measure resistance here
2. Sensor reservoir

To reinstall sensor :

- Remove rubber seal from sensor.
- Install seal in oil tank hole.
- Push sensor in seal.
- Plug connector.